

## SOUTH BEND NEWS-TIMES

Morning—Evening—Sunday.

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FEBRUARY 28, 1916.

## PRESIDENT OF LONDON BOARD OF TRADE OFFERS US A HINT.

The remarks of Walter Runciman, president of the London board of trade, before the British house of commons, in explanation of the excessive water freight rates English merchants are paying, is just about as forcible an argument as Pres. Wilson could offer in behalf of his ship-building measure. Mr. Runciman said:

"The shipping difficulties of the present time are due not to mismanagement but to our trying to pour a quart into a pint pot. This and nothing else. The general upward tendency of ocean freights is caused by the fact that the mercantile marine, which is limited in size, has to carry out a task far greater than in time of peace. The shipping problem has become the greatest economic problem of the day. Where we had 100 ships before the war, we must now do with 67, of which 24 are under neutral flags."

"You see we are dependent to an enormous extent on the services of neutral shipping, and if we drive it away by any system of low maximum rates, or a similar device, we shall starve. If we fix maximum rates below the world level, we shall drive neutral shipping to ports where higher rates are obtainable."

The shippers of this country are completely at the mercy of foreign owned shipping. The merchant fleet of the world has been greatly reduced by the war and promises to be still further reduced before it ends. Without vessels of our own our shippers are going to be heavily taxed in order to move their products. If, in this brief time, and when Europe is, to all purposes, a non-producing country, the shortage of freight carriers can so oppress England, owing the greatest mercantile marine on earth, what is going to happen to our country, without even a semblance of a merchant marine, when Europe begins to produce once more and Russia loses its tremendous accumulation of water tonnage upon the already overtaxed vessels?

Trans-oceanic rates will soar so high that impoverished Europe cannot buy from us but must be content with what it may raise itself or ship by rail from Asia and India.

As the British merchant says, the shipping problem is the greatest economic problem of the day and it is one which hits us squarely between the eyes.

## HAGGLING WITH COLOMBIA AS MATTER OF DOLLARS SHOULD STOP.

It may be unwise for the United States to go as far as Colombia wants us to in expressing regrets for the part we played in the secession of Panama. There is considerable doubt in the minds of most Americans as to whether we owe Colombia any apology. But as regards financial compensation for Colombia's losses, there shouldn't be any more haggling.

It's agreed that we owe Colombia money, although nobody knows just how much. That republic wants \$2,500,000 to wipe the slate clean. She has been trying to collect it for many years. She had good reason for expecting payment, until the senate committee on foreign relations, in a petulant burst of economy, cut the amount down to \$15,000,000.

That will not satisfy Colombia. The reduction only aggravates her bitterness toward us. She threatens to withdraw from the Pan-American Union. The Latin-American republics nearly all sympathize with her. If our government does not settle this irritating dispute on liberal and satisfactory terms, we shall risk the loss of South American confidence and friendship, for which we have worked and planned earnestly so many years.

It isn't worth while to wreck the structure of Pan-Americanism for a paltry \$10,000,000. The senate ought to give Colombia what she expected. And it wouldn't do any harm, either, to be as liberal as our national honor permits in expressing our regret for past misunderstandings.

## ISTHMIAN POLITICS BOILING.

Panama will hold a presidential election in July. Isthmian politicians are interested in the question as to whether the United States will supervise the election as in 1908 and 1912.

Thus far, Uncle Sam has given no inkling as to whether he will permit his newest infant to walk alone or will send it out for its stroll in charge of a dry nurse.

## SCIENCE—FRIEND OR ENEMY? STUDY THE WAR.

Science has made the present war in its cruelty, its vastness and deadliness, the most horrible war of all time. We turn with relief from the gigantic butchery of modern, scientific war machinery to the honest hand-to-hand battles of Homer's Iliad.

Year after year science has been perfecting the instruments of war. Submarines, high explosive shells, air-craft, machine guns, poisonous gas are some of the terrible things science has put into man's hand only to see them turned to man's destruction. It looks as though science were man's worst enemy instead of the friend we have called it.

And yet, Sir William Osler, in summing up the constructive and destructive achievements of science, asserts that even the wounded soldier would recognize science as really the benefactor of humanity.

For along with the diabolical engines of war have

come wonderful discoveries and inventions for the reduction of suffering, the healing of wounds and the prevention of disease.

Science has given us more efficient means for the transportation of the sick and wounded. It has taught us to fight successfully against the diseases of peace as well as war. Tuberculosis, pestilence, camp diseases, tetanus are all yielding before the onslaught of science. The use of antiseptics, cleanliness, sterilization are making possible the successful treatment of very ugly wounds. The organization of nursing, surgical technique and hitherto undreamed of mechanical appliances are beneficent gifts to man.

And these are the things that will last after the war is over. They are the friends of progress and civilization. When the world is wise enough to stop using its scientific knowledge for self-destruction it will find science well started on its mission of service to humanity.

## HOUSES BUILT TO LIVE IN AND HOUSES TO SELL OR LOOK AT.

What are houses built for? They are built to sell, built to rent, built to show off one's worldly wealth, built to look at, built to entertain in, built to shelter from the weather. But where are the houses built with the single purpose of being lived in?

Anyone who has ever been house-hunting, and who has had any experience of domestic architecture in various parts of the country, will at once rise to agree that houses built to live in form so small a percentage of the whole number as to be almost negligible.

A house is a setting for family life. It should be so designed as to provide comfortable and gracious living. It should have a simple and beautiful exterior, in harmony with its surroundings. It should have a simple and restful interior, promoting true and useful activities of mind and body, discouraging the false and useless.

The mechanics of the house should run smoothly. It should be easy to keep it simultaneously warm and well ventilated. The working parts of the house should be planned to eliminate useless steps. The kitchen should be a pleasant, well-arranged workshop, its machinery adequate and ready to hand.

The matter comes down to this: If one wants a house to live in, one must first decide how one is to live. If we wish to live simply, smoothly, sincerely, worthily, usefully, and demand that we be able to so live, the supply of houses in which to live this way will be forthcoming. Nothing so quickly indicates false standards of life as architecture. Nothing will so satisfactorily respond to the true.

## NEW YORK STILL FIGHTING IN SUFFRAGE TRENCHES.

New York state still occupies what might be called the most advanced "sagient" of the woman suffrage campaign, because of the spectacular battle waged last year and because of the prestige that a New York victory would give to the entire woman's movement.

Most persons recall only the fact that suffrage lost at the polls in the Empire state last November. They forget that 544,457 men, constituting about 43 per cent of all who voted on this issue, declared for equal suffrage.

The New York women started a new campaign the day after election. They have kept right on the job, with the result that a new constitutional amendment is already en route through the state legislature. The judiciary committee of the assembly has voted for it 11 to 1. There is very little opposition at Albany. It may be assumed as a matter of course that the amendment will be adopted, and that it will likewise receive the sanction of the next legislature, and be presented to the voters again in the fall of 1917.

The women believe it will be a comparatively easy task for them to convert eight per cent or more of the men in the meantime. And very likely they're right. Nearly all the pioneer work has been done. Most of the men who still have a monopoly on suffrage are rapidly converting themselves.

## DISTURBING FARMERS' SLUMBER.

General sympathy will be aroused by the appeal of an Indiana congressman in behalf of the American farmer, and in condemnation of the latest innovation of the postoffice department.

The motor car now widely utilized for the delivery of rural mail "wakes up the poor farmer in the middle of the night and forces him to go out with a lantern to see what has happened to his mail box."

This is indeed a grievous wrong. It stands to reason that no farmer's mail should ever be delivered until after breakfast, like the city man's. The intentions of the postoffice department may be good, but it is blundered. The motor car travels too fast, and therefore sets its load of mail delivered too promptly. Doubtless the old mail wagon or buggy, poking along the rural highways at leisurely pace, sometimes breaking down and often getting stuck in the mud, was much better. The farmer isn't alone in his maternal grievances, however. For every farmer waked up before dawn by the motor mail wagon it's safe to say that a dozen city residents are roused from their slumbers by milk wagons. Life isn't perfect anywhere.

## HAD A FINE TIME.

"Twice an inspiring spectacle at Juarez, recently, when 35 prisoners sentenced to death were marched through the streets of the Mexican town, escorted by three drum corps and a regiment of soldiers, before being executed."

After three of the six had been shot, Colonel Fajardo, in charge of the festivities, announced a suspension of the sentence of the other three, probably to save them for a future occasion. Invitations to attend the gala affair were extended to, and accepted by, most of the civilian population of Juarez. The execution was a complete success, is said.

Mexico may be civilized, but—

## CARRANZA CATTLE.

When Carranza authorities, last week, sold two carloads of hides, valued at \$10,000, to a New York leather goods house, United States customs officials found that 80 per cent of the skins bore the brands of American cattle men, which looks just a little too much like rubbing it in to appear to the cattlemen as a joke.

We've been told lately that the much discussed "average man" is merely a statistical invention; and now medical experts declare that there's no such thing as a "normal woman." From which scientific data we seem to gather that every man is exceptional and every woman is abnormal.

The air is about to fill up with another reform germ. A Cleveland woman has appealed to the police prosecutor to censor a neighbor's clothes line. "There's lingerie hanging on that line in full view, that's perfectly shocking," she complains.

The Austrian submarine attack on the Standard Oil steamer was an "insult," according to diplomatic findings. Cracks! We didn't know that anything labelled Standard Oil could be insulted.

Wilson intimates to Ohio democrats that he's too proud to fight for the nomination but will run if there is a demand for him. We'll bet our prophet's hat that there's going to be the demand.

## THE MELTING POT

Filled Today by Stuart H. Carroll

## THE ETHICS OF RAISES.

If the boss comes in the office looking seedy, sick and sour, if his eyes are bleary and bloodshot and he's late by half an hour, if his tie is dangling dippily beneath his shell-like ear and his collar seems to shout out loud, "O Lord, what put me here" if he thus appears before you with a gastronomic gaze, That is not the proper moment, sir, to ask him for a raise.

When wife gives you car fare in the early dawn of day And she slips you fifteen cents for lunch—the good old fashioned way— Then you'd like an extra dime or so, but no you're all forlorn.

For the clock was bating 5 a. m. when you got home this morn. She is looking mad and married and she burns you with her gaze, That is not the proper moment, sir, to ask her for a raise.

Nay, nay. 'Tis not a fitting moment to implore a little raise. If the elevator boy, perchance, is sleeping in his cage, And you know that should you awaken him there'll be a righteous rage,

For he's often seen you flirting with a steno, sweet and chic, And HE knows your wife's phone number and YOU know that she would kick.

You had better walk those 18 flights or find to your amazement THAT was not the proper moment to have asked him for a raise.

No, no. 'Twas not the psychic instant to have asked him for a raise. "Women," gruffly asserted Cynic L. Koss, "are what they are, somehow or other."

AND, according to a Wichita paper, a blind man there fell in love "at first sight."

"Public be damned," two members of the local school board are reported as saying. Have they not yet learned that the tide in the current of Public Sentiment is too strong to be damned?

ANOTHER HAT. LaFollette now is in the ring. The race, it seems, is getting close. Get the mouse-trap, Sissie dear, There's a fly on baby's nose.

A MAN may be a good mixer without mixing his drinks.

ALSO a person who eats cherries is not always a "seedy individual."

THINGS YOU SHOULD KNOW. I am a street car conductor And I work from 5 a. m. Until 12 p. m. The first year they give me 26 cents an hour. The second year I make 21 cents. Every sixty minutes.

After three years have passed, 22 cents is my hourly stipend. Then they fire me And I begin all over at Twenty cents.

I am a nickel snatcher. And, being a generous cuss, I give a ring with Every fare. When I collect a nickel I either ring it up Or knock it down. Another man rides with me Who is called the motorman And who starts and stops The car. Generally too soon, or Too late.

Being a conductor I know all the girls. Fat and thin. Tall and short. Also those who are married And those who would Like to be. I help them on And off the car. That is one of the joys In a conductor's life And is the reason why All conductors can tell What time it is.

## With Other Editors Than Ours

## OLD RIVER DAYS RETURNING?

(Louisville Times.) The golden days of Mississippi river commerce may return as a result of the inauguration by a navigation company of a line of self-propelled steel barges, thirty-eight in number, which, according to an announcement made last week, will begin service on April 15 between St. Louis and New Orleans.

Steamboating on the Ohio and Mississippi rivers almost entirely disappeared with the era of better and more railroads. Passenger traffic on the packets dropped off to nil and in the years of paralysis of industries following the civil war many fine old steamers were tied up at the shore, some of them never again to operate. Thousands of dollars worth of machinery rusted and hulks rotted to pieces. Absolutely no new boats were constructed.

Soon, however, with the reconstruction of the south and the return of prosperity to the north, shrewd business men, who were in no tremendous hurry about the delivery of their freight, began to utilize the river as a means of transportation. Cotton must be shipped from the south to the mills of the north and necessarily water offered a lower rate than rail. And with the products of the south piled high on their main decks on the way north and the fruits of mill and factory paying expenses on the return trip, river navigation came back into its own, although only in a small degree compared with the ante-bellum height of prosperity.

Steamboats today carry only a pitifully small proportion of the tonnage that passes in both directions over the Mason and Dixon line, and now, with a new type of craft, St. Louis and New York capitalists purport to bring back the golden days of river commerce by revolutionizing river transportation. These barges, the first of which will be completed at a Jeffersonville shipyard in a month, are built of steel, will use oil for fuel, will be supplied with wireless outfits and equipped with labor-saving devices to make freight carrying easy and economically profitable.

Giant cranes operated by electricity generated on board by gas engines will take the place of a troop of negro roustabouts. The method of propulsion does away with much of the below-decks labor. The boats can be operated more cheaply and consequently the rates of freight will be lower. Greater speed, too, is possible on the long run between New Orleans and Pittsburgh.

The initial expense, of course, is great, for one barge is said to cost in the neighborhood of \$150,000. Another point on which rivermen are skeptical is the fact that barges are equipped with twin screw propellers. However, the great reduction in freight tariff, which is certain makes it reasonably sure that there will be a revival of commerce on the big rivers.

## DOMESTIC SERVICE.

(Wichita, Kan., Eagle.)

You never hear a gathering of housewives talk long without hearing a discussion of the servant problem. And always the dear ladies reach the same conclusion, that they can't for their lives understand why girls will slave in factories at starvation wages when they can

have good wages and a good home in domestic service. The grim statistics gathered by the Illinois legislature's white slavery committee might offer some illumination. That committee's report showed—as previous investigations have also disclosed—that more women enter a life of vice from domestic service than from any other occupation. That simply means that domestic service isn't what the dear ladies at their sewing circle or bridge club picture it. As seen from the side of the working girl it's the lowest depth in labor, compared with which the hell of the red-light is often preferable. It doesn't take a profound philosopher to discover why this is so. The woman servant is usually a solitary worker. She is separated for practically her entire time from her sisters; she has none of that companionship in toil that makes even the hardest factory work easier. She has no set hours, but comes and goes at the will of her employer. She has very little opportunity to meet the young men whom she might marry. For amusement she is almost literally driven upon the streets—and alone. There is nowhere an occupation that needs organizing as much as that of domestic service. Only as there does come such organization, with a limitation of hours of labor and a determination of the rights of the servant, will there be possible any real improvement of their condition. Until that time comes domestic service will continue to be dreaded by every independent-minded working girl; until that time comes domestic service will furnish a larger proportion than any other occupation of recruits to organized vice.

STEAMBOATING ON THE OHIO AND MISSISSIPPI RIVERS ALMOST ENTIRELY DISAPPEARED WITH THE ERA OF BETTER AND MORE RAILROADS. PASSENGER TRAFFIC ON THE PACKETS DROPPED OFF TO NIL AND IN THE YEARS OF PARALYSIS OF INDUSTRIES FOLLOWING THE CIVIL WAR MANY FINE OLD STEAMERS WERE TIED UP AT THE SHORE, SOME OF THEM NEVER AGAIN TO OPERATE. THOUSANDS OF DOLLARS WORTH OF MACHINERY RUSTED AND HULKS ROTTED TO PIECES. ABSOLUTELY NO NEW BOATS WERE CONSTRUCTED.

SOON, HOWEVER, WITH THE RECONSTRUCTION OF THE SOUTH AND THE RETURN OF PROSPERITY TO THE NORTH, SHREWD BUSINESS MEN, WHO WERE IN NO TREMENDOUS HURRY ABOUT THE DELIVERY OF THEIR FREIGHT, BEGAN TO UTILIZE THE RIVER AS A MEANS OF TRANSPORTATION. COTTON MUST BE SHIPPED FROM THE SOUTH TO THE MILLS OF THE NORTH AND NECESSARILY WATER OFFERED A LOWER RATE THAN RAIL. AND WITH THE PRODUCTS OF THE SOUTH PILED HIGH ON THEIR MAIN DECKS ON THE WAY NORTH AND THE FRUITS OF MILL AND FACTORY PAYING EXPENSES ON THE RETURN TRIP, RIVER NAVIGATION CAME BACK INTO ITS OWN, ALTHOUGH ONLY IN A SMALL DEGREE COMPARED WITH THE ANTE-BELLUM HEIGHT OF PROSPERITY.

STEAMBOATS TODAY CARRY ONLY A PITIFULLY SMALL PROPORTION OF THE TONNAGE THAT PASSES IN BOTH DIRECTIONS OVER THE MASON AND DIXON LINE, AND NOW, WITH A NEW TYPE OF CRAFT, ST. LOUIS AND NEW YORK CAPITALISTS PURPORT TO BRING BACK THE GOLDEN DAYS OF RIVER COMMERCE BY REVOLUTIONIZING RIVER TRANSPORTATION. THESE BARGES, THE FIRST OF WHICH WILL BE COMPLETED AT A JEFFERSONVILLE SHIPYARD IN A MONTH, ARE BUILT OF STEEL, WILL USE OIL FOR FUEL, WILL BE SUPPLIED WITH WIRELESS OUTFITS AND EQUIPPED WITH LABOR-SAVING DEVICES TO MAKE FREIGHT CARRYING EASY AND ECONOMICALLY PROFITABLE.

GIANT CRANES OPERATED BY ELECTRICITY GENERATED ON BOARD BY GAS ENGINES WILL TAKE THE PLACE OF A TROOP OF NEGRO ROUSTABOUTS. THE METHOD OF PROPULSION DOES AWAY WITH MUCH OF THE BELOW-DECKS LABOR. THE BOATS CAN BE OPERATED MORE CHEAPLY AND CONSEQUENTLY THE RATES OF FREIGHT WILL BE LOWER. GREATER SPEED, TOO, IS POSSIBLE ON THE LONG RUN BETWEEN NEW ORLEANS AND PITTSBURGH.

THE INITIAL EXPENSE, OF COURSE, IS GREAT, FOR ONE BARGE IS SAID TO COST IN THE NEIGHBORHOOD OF \$150,000. ANOTHER POINT ON WHICH RIVERMEN ARE SKEPTICAL IS THE FACT THAT BARGES ARE EQUIPPED WITH TWIN SCREW PROPPELLERS. HOWEVER, THE GREAT REDUCTION IN FREIGHT TARIFF, WHICH IS CERTAIN MAKES IT REASONABLY SURE THAT THERE WILL BE A REVIVAL OF COMMERCE ON THE BIG RIVERS.

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## The Public Pulse

Communications for this column may be signed anonymously but must be accompanied by the name of the writer to insure good faith. No responsibility for facts or sentiments expressed will be assumed. Honest discussion of public questions is invited, but with the right reserved to eliminate vicious and objectionable matter. The column is free. But, be reasonable.

## PRIMARY ELECTION MATTERS.

Editor News-Times:—

In order that voters at the coming primary election may understand the law as to the right of challenging persons attempting to vote at said election, I will state that the supreme court of Indiana on Jan. 5, 1916, held among other things:

First, that any voter of a precinct has a right to challenge a person offering to vote at the primary election to be held on March 7, 1916, in Indiana, if the person attempting to vote at such election is not a resident of the precinct in which he offers to vote.

Second, if a qualified voter offers to vote the republican ticket at the coming primary election in his proper precinct, only a republican has the right to challenge said voter. The members of no other party have a right to challenge said voter's right to vote the republican ticket, nor has a republican the right to challenge a qualified voter who attempts to vote in his proper precinct the progressive or democratic ticket.

No voter need make an affidavit unless he is challenged by a qualified voter of the party whose ticket he desires to vote, and such challenger must be a resident of the precinct in which such person attempts to vote.

D. R.

were members of 40 men's Bible classes organized directly out of the Billy Sunday campaign.

Another item in the same paper told of a great meeting, organized by 50 prominent business men, judges and lawyers, to reclaim wayward boys of the city, this movement also growing out of the Billy Sunday campaign.

There are many who argue that the work of Billy Sunday is not of lasting good, and that his "trail hiders" do not "stick." They seem to stick in Philadelphia, at any rate.

## UNSLACKING INDUSTRY.

(Kansas City Post.)

The national administration shows wisdom in abandoning its plan of taxing human industry in caring for the added burden of the federal government. This portion of the president's message, as has been pointed out, did not meet with the approval of the nation.

The wealthy now escape legitimate taxation that falls upon persons in moderate circumstances. While the moderately circumstanced are in preponderant majority, the protests that have reached congress over the taxes first proposed did not arise because of numbers. They were founded on the idea that the project was unjust essentially.

Any tax levied against industry ultimately falls upon labor. The poor have possessions that are obvious and easy to account for. Because of this they now are paying more than their proportionate share of taxation. The scheme to tax those who have large incomes or great wealth in a measure level the present handicaps.

The rich owe society a debt they seldom requite. They are secured in their holdings by the consent of the overwhelming majority. The permanence of government is of greater moment to them than to one who depends upon his labor and may make a living under any form of control. Then, too, government presumed to be founded on equality should be maintained through equal taxation.

The most welcome form of taxation will be the proposed inheritance tax. It has been estimated that \$300,000,000 a year may be gained from this source without depriving heirs of sums of which they justly may be expectant. In the very nature of things, this tax once instituted will be the basis of reforms in economic problems which continuously will more and more equalize conditions at birth.

## C. S. OSBORNE, A REPUBLICAN LEADER.

(Hibbing, Minn., Mesaba Ore.) It is likely that Chase S. Osborne, former governor of Michigan, will get into Chicago, and if he does the old boys will know there is a big man among them—a strong man and a true one.

He may not get the nomination, to be sure, being rather too upstanding and outspoken for that kind of politics, but he will lay the foundation for the day to come when the nation will call such a man as Chase Osborne for its chief executive.

Mr. Osborne is of the strenuous, dothings kind, without a suspicion of the Roosevelt four-flushing—he never yet was backed up in a corner.

As a result of their long daily glides over the ice they will be married in the spring," says a report of a romance between a Chicago girl and her skating instructor. And in the spring the ice will melt, after which points of uncongeniality may develop.—Louisville Courier-Journal.

Republican leaders in Chicago declare they are ready to fuse with the progressives. Fuse is the proper word," says the Nashville Banner. But isn't that a typographical error for "fuss"?—Memphis Commercial Appeal.

Those who expect to live until 2100 have cause for worry, scientists having found that by then the world's capacity as regards population will have been reached, a total of 6,000,000,000.

## If Your Home is Not Wired

This is the time to wire and be ready when the new electric rate goes into effect.

Beginning May 1st the maximum charge will 7½ cents per kilowatt hour—with a minimum charge of 85 cents per month.

Translated into every-day terms this means that three 20 candle power lamps burning 5 hours every day during the month will cost approximately three cents per day.

And, wiring is cheap now—special bargains. You can wire your home for a dollar down and a dollar a week. Get in touch with us—let us give you details.

## I. &amp; M.

(Call new-business department Indiana & Michigan Electric Co.—Home 5462—Bell 462).

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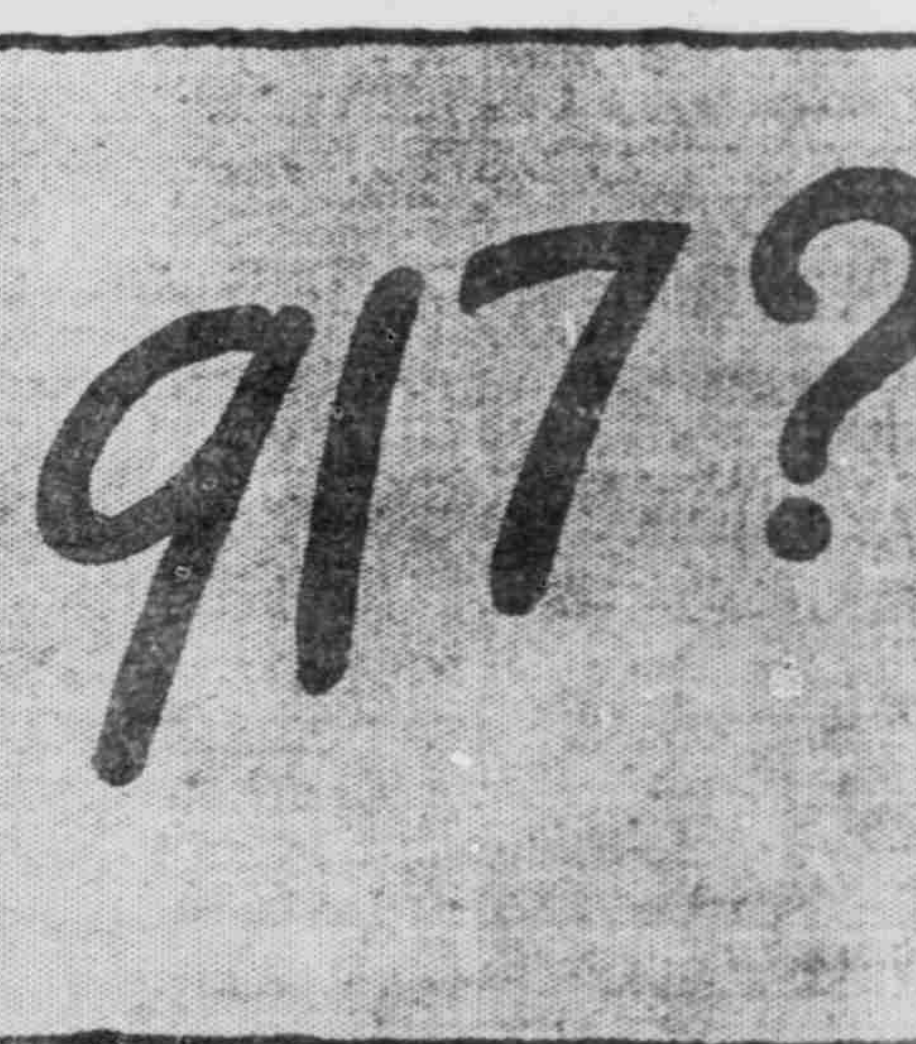


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